

RECORD OF DECISION TAKEN BY CORPORATE DIRECTOR

ACTING DIRECTOR OF LOCAL SERVICES AND HOUSING: PAUL JONES

PROPOSED INTRODUCTION OF 20MPH SPEED LIMIT AND ASSOCIATED TRAFFIC CALMING MEASURES – MILE ROAD, WIDDRINGTON STATION

Purpose of report:

To consider the results of the public consultation exercise regarding the proposed introduction of a 20mph Speed Limit, together with associated traffic calming measures at Mile Road, Widdrington Station.

Recommendations:

It is recommended that in view of the consultation exercise, the 20mph Speed Limit together with associated built out feature should be introduced as proposed. No Quickset Rumble Strips will be introduced at this stage, however these features will be considered in the future if excessive vehicular speeds are still perceived to be an issue.

Key issues

- 1) 20mph aspect of scheme being funded by LTP
- 2) Traffic calming aspect of scheme being funded by Councillor Dickinson.
- 3) The scheme will improve road safety in the area.
- 4) Supported by Local Councillor, Parish Council, and the majority of residents who responded to the consultation.

Report Author

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PROPOSED INTRODUCTION OF 20MPH SPEED LIMIT AND ASSOCIATED TRAFFIC CALMING MEASURES – MILE ROAD, WIDDRINGTON STATION

BACKGROUND

- 1) Concerns have been raised by local residents about excessive vehicular speed and road safety at Mile Road, Widdrington. The concerns have been relayed to both Councillor Dickinson and Widdrington Station and Stobswood Parish Council, and have been the subject of two residents meetings.
- 2) The first meeting was held on Friday 13th November. The meeting gave residents the opportunity to discuss their concerns. Following this meeting a feasibility report was compiled by Northumberland County Council's Roads Design Team (attached as Appendix 1), its findings were discussed at the second meeting, held on Monday 15th February 2016.
- 3) At the meeting of 15th February, it was mentioned that it would not be possible to introduce all measure identified in the Feasibility Report at the same time due to the high costs involved in the individual elements of the scheme.
- 4) It was therefore agreed that residents should be canvassed on the following measures which were agreed at this meeting:-
 - Introduction of 20mph Speed Limit within the residential section of Mile Road, which will include all streets leading from Mile Road.
 - A "Gateway Feature" at the eastern end of the start of the proposed 20mph speed limit in the form of a single build out feature. Priority will be given to eastbound traffic, so vehicles approaching the village would have to slow down and give way to oncoming traffic.
 - The introduction of Quickset Rumble Strips is proposed within the new 20mph Speed Limit on Mile Road to assist in alleviating residents' concerns of continued speeding traffic.
 - In order to facilitate the new 20mph Speed Limit, the current 30mph speed limit will be extended to the east.
- 5) In addition, at the residents meeting, residents felt that speeding may still be an issue within the residential area of Mile Road. It was therefore agreed to obtain feedback on a proposed build out / chicane feature which could be considered as a future second phase if speeding is still an issue following the introduction of the initial measures.

CONSULTATION

- 6) These proposals were the subject of a consultation exercise that involved the delivery of a consultation letter to 100 households, and approximately 25 statutory consultees, including the emergency services and various disabled and transport associations/organisations. A plan showing the proposals is attached together with a copy of the consultation letter (see Appendix 2).

- 7) The consultation exercise ended on Friday 25th March 2016, and responses were received from 39 households, with 31 in favour, and 5 against the proposals. Three consultees did not express a preference. A summary of these responses is attached as Appendix 3.
- 8) In order to calculate a percentage of consultees in favour and against the proposals, the three consultees who did not express a preference are discounted. Therefore 36 households have responded, with 31 (86%) in favour and 5 (14%) against the proposals.
- 9) Two statutory consultees responded to the consultation, North East Ambulance Service and Cycling UK, both were in favour of the proposals, however the North East Ambulance Service indicated that the measures may affect response times.

IN FAVOUR

- 10) Whilst indicating their support of the proposals on the response form provided, the following comments were made:-
 - The scheme would significantly improve safety in the area
 - Additional chicane / build out feature should be introduced now
 - Parking restrictions are required on Mile Road
 - Two consultees disagreed with the Quicksett Rumble Strips
 - One consultee objected to the proposed additional chicane (Phase 2)
 - Gateway feature (build out) is not required – may increase risk of accidents.

AGAINST

- 11) Whilst objecting to the proposals on the response form, the following comments were made:-
 - A 20mph speed limit will not reduce vehicular speeds
 - No issue with speeding on Mile Road
 - Physical traffic calming measures are not required

RECOMMENDATIONS

- 12) From the outset, the County Council has endeavoured to respond positively to local concerns raised in this area and it is inevitable that some sections of the community will be dissatisfied with whichever decision is reached. The assessment of the results in any consultation exercise can be a contentious matter, but experience has shown that when levels of opposition are much above 30%, those opposed to the scheme can engender support from neighbours, which can create difficulties in implementing a scheme. The results of the consultation exercise show that based on the consultation responses received from residents, 86% were in support of the proposals. It is therefore recommended that the scheme to introduce a 20mph Speed Limit together with associated build out feature is introduced as proposed. No Quickset Rumble Strips will be at this stage, however these features will be considered in the future if excessive vehicular speeds are still perceived to be an issue.

- 13) The Council has the power to hold a public inquiry before making any traffic regulation order. Such an inquiry might enable disputed evidence to be tested under cross-examination and the need for an order to be critically examined by an independent inspector. In this particular case, officers believe that the extensive consultation process and involvement with interested parties, means that such an inquiry is unlikely to bring any fresh information to light and it is therefore recommended that an inquiry is not held.

APPENDIX INDEX

Appendix 1 – Copy of Feasibility Report compiled by Northumberland County Council's Roads Design Team

Appendix 2 – Copy of Canvass Letter and Plan

Appendix 3 – Summary of Canvass Responses

BACKGROUND PAPERS

none

IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	Consistent with existing policies
Finance and value for money	Scheme will be financed from LTP and Councillor Dickinson's Local Members Small Schemes Budget
Human Resources:	None
Property	None
Equalities	None
Risk Assessment	Residential area, route to schools, speeding traffic and associated visibility issues.
Crime & Disorder	Scheme will reduce vehicle speeds and promote a safer environment.
Customer Considerations	Residents will benefit from reduced vehicle speeds; however they will need to negotiate traffic calming measures. The measures may marginally affected response times of Emergency Services.
Sustainability	There is a potential for increase in vehicle emissions due to vehicle acceleration and deceleration between the measures.
Consultation	Widdrington Station and Stobswood Parish Council, the emergency services, all residents of Mile Road, and interested road user organisations were consulted together with the County Councillor for the area.
Wards	Druridge Bay

DECISION TAKEN

Title of Executive Member or Officer(s):

Paul Jones: Acting Director of Local Services and Housing

Subject:

Proposed Introduction of 20mph Speed Limit and associated Traffic Calming Measures – Mile Road, Widdrington Station

Consultation:

39 Responses from residents of Mile Road
31 In Favour
5 Against
3 No definite yes or no answer

Decision Taken:

To approve the introduction of a 20mph Speed Limit and associated build out feature as proposed. No Quickset Rumble Strips will be at this stage, however these features will be considered in the future if excessive vehicular speeds are still perceived to be an issue.

Signature of Director





Date



Northumberland County Council

**LOCAL SERVICES
TECHNICAL SERVICES**

**C118 MILE ROAD, WIDDRINGTON STATION
TRAFFIC CALMING MEASURES**

FEASIBILITY AND OPTIONS REPORT

DATE: January 2016

**C118 MILE ROAD, WIDDRINGTON STATION
TRAFFIC CALMING MEASURES
FEASIBILITY AND OPTIONS REPORT**

**Prepared by
Technical Services - Roads Design Team**

	Name	Signature	Date
Prepared by	Steve Fletcher		15/01/16
Checked by	Gary Mills		15/01/16
Approved by	Gary Mills		15/01/16
Issue Status	Issue to Client		
Purpose of Issue	Action by Client		

Technical Services, Local Services,
County Hall, Morpeth, Northumberland NE61 2EF
Telephone: 0345 600 6400

APPENDIX 1 – FEASIBILITY REPORT

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APPENDIX 1 – FEASIBILITY REPORT

1. INTRODUCTION

- 1.1. Road safety issues along Mile Road have been identified by Councillor Dickinson, Widdrington Station and Stobswood Parish Council and residents. The main concern is excessive vehicular speed through the residential area and the Design Team have been asked by Northumberland County Council Highways Programme and Production to look at the feasibility of providing traffic calming measures to restrict vehicular speeds.
- 1.2. The most recent vehicle speed survey was conducted over a 7 day period during June 2014. Mean week day speeds were approximately 32mph in each direction, with maximum speeds up to 55mph.
- 1.3. 2 Road Traffic Collisions have been recorded in the last 3 years, although neither appears to have been speed related.

2. EXISTING SITUATION

- 2.1. Mile Road runs from the B1337 Grangemoor Road south eastwards towards the A1068. It is straight for its entire length (approx. 1650m) and is approximately 6m wide. A 1.5m wide footway runs along the north side only with a narrow grass verge on the south side.
- 2.2. The north western half of the road is residential with properties present on both sides of the road and t junctions leading off to further housing. The majority of the houses fronting onto Mile Road have driveways.
- 2.3. South east of the residential area the road is bounded by pasture fields.
- 2.4. The road is subject to a 30mph speed limit through the residential area, changing to 60mph approximately 50m south east of the last residential property. The road is a bus route, including three bus stops in each direction, and is subject to a 7.5 tonne weight limit.

3. CONSTRAINTS

- 3.1. Existing carriageway width is approximately 6m wide.
- 3.2. All of the residential properties fronting onto Mile Road have driveways.
- 3.3. On street parking.
- 3.4. The road is a bus route with a total of 6 bus stops.
- 3.5. Public utility apparatus is present throughout the section of road in question:-

BT Openreach underground cables are present along both sides of the road. In addition there are overhead cables in the south verge, commencing approximately 130m south east of Old Ferneybeds Road.

A low pressure **Northern Gas** main runs along the south verge between the B1337 and Old Ferneybeds Road, crossing to the north footway and then to the eastern limit of the housing. A medium pressure **Northern Gas** main is present along the centre of the road near the B1337 junction, then running south into The Gables.

Low pressure **Gas Transportation Company** gas mains feed Beaumont Close immediately south east of the B1337 junction.

Underground **Gas Transportation Company** electric cables feed Beaumont Close immediately south east of the B1337 junction.

Northern Powergrid electric cables run under the north footway throughout the village with road crossings into the residential estates on the south side. Overhead cables are also present throughout the village. Immediately east of the village high voltage overhead cables run in a north-south direction over Mile Road.

A **Northumbrian Water** supply main runs along the footway to Old Ferneybeds Road, then along the westbound carriageway lane to Eden Cottage, crossing to the south verge and

terminating at the easternmost property.

A 150mm dia. **Northumbrian Water** combined sewer runs within the carriageway as far as Old Ferneybeds Road where it connects to a 375mm dia sewer, increasing to 450mm dia. within the westbound carriageway lane.

4. OPTIONS CONSIDERED

4.1. Eastern approach to the village:-

A 500m long straight road with a 60mph speed limit is likely to lead to excessive speeds on the approach to the residential area. The commencement of the 30mph speed limit is clearly signed, including road markings with red surface treatment, although being 140m from the nearest street light the speed limit signs are not illuminated.

At this point the carriageway width is only 5.5m, with a 1.5m wide footway to the north and 1m wide grass verge to the south.

4.1.1. Option 1 – Introduce a gateway feature at the 30mph speed limit on the eastern approach to the village.

Construct a single build out on the south side of the road, reducing the running carriageway to a single 3.5m wide lane.

Alternately, introduce smaller staggered build outs on each side of the road to create a chicane effect.

Priority will be given to eastbound traffic so vehicles approaching the village would have to slow down and give way to approaching traffic.

The conspicuity of the traffic signs at this feature can be improved by illumination, the power for which can be via solar panels or connection to the nearest underground electricity main..

Advance warning signs will also be installed on the westbound approach.

Estimated Costs:-

Option 1A: Single build out £19,500

Option 1B: Chicane £22,800

Refer to Drawing No. HF152518-18/00/C118/01/01

4.1.2. Option 2 – Provide red transverse bar road markings in advance of the 30mph limit.

14 bar markings commencing approximately 180m in advance of the limit and reducing in width and spacing.

The markings alert drivers to the change between rural and urban environments.

Estimated cost: £4,500

Refer to Drawing No. HF152518-18/00/C118/01/02

4.2. Within the village:-

The carriageway is approximately 6m wide through the village. There is only a single footway, on the north side, with a narrow verge on the south side. The majority of houses fronting Mile Road have driveways accessing directly onto Mile Road.

4.2.1. Option 3 – Introduce physical traffic calming features.

Speed humps can be introduced at various points along the road. Whilst these have the advantage of forcing drivers to slow down, they tend to be unpopular with residents due to noise and vibration.

The preferred means of traffic calming is by horizontal deflection. However, the number of driveways restricts the possible locations of any such feature. One possible location is between Fairwinds and Oaklands, northwest of Monmouth Court and approximately 220m from the B1337. At this point there is a gap of approximately 55m in which build outs can be introduced to form a chicane with priority given to westbound traffic.

Estimated cost:-

Option 3: Chicane £15,500

Refer to Drawing No. HF152518-18/00/C118/01/02

4.2.2. Although the road is relatively narrow, its straight alignment will tend to lead to excessive speeds. It is possible to give the impression that the carriageway is narrower by removing the road centre line. In addition an edge marking can be laid along the south channel line.

APPENDIX 1 – FEASIBILITY REPORT

However, one issue with the removal of the road markings is that it can leave unsightly scarring of the carriageway. It may therefore be advantageous to defer this option until the road is next programmed for resurfacing.

Estimated cost:

Option 4: Removal of road markings £7,500 if undertaken without road resurfacing.

5. Conclusions and Preferred Options

- 5.1. The straight alignment of Mile Road encourages inappropriate vehicle speeds and the introduction of traffic calming measures would therefore slow traffic down, thus providing a safer environment within the village.
- 5.2. A number of options in different locations have been considered which can be installed either together or phased to suit available funding.
- 5.3. On the eastern approach to the village there is a 500m long straight at the national 60mph speed limit. Vehicles are therefore most likely to be travelling at excessive speeds as they enter the 30mph zone and it is therefore considered that a physical traffic calming measure at this point be the main priority.

Of the two options considered a single build out with priority given to vehicles leaving the village (Option 1A) is thought to provide the best means of slowing down westbound traffic. Even if there are no oncoming vehicles to force them to give way, westbound drivers will have to slow down in order to manoeuvre around the 2m wide build out.

Recommendation: Install a single build out at the start of the 30mph speed limit on the east side of the village. Estimated cost £19,500

- 5.4. The village will also benefit with the introduction of traffic calming within the village itself. The number of driveways restricts the location of any such feature to between Fairwinds and Oaklands. The feature would take the form of two staggered build outs to produce a chicane with priority given to westbound traffic.

Recommendation: Install a chicane between Fairwinds and Oaklands. Estimated cost £15,500.

- 5.5. It is possible to give the impression that the carriageway is narrower than it actually is by removing the centre line road markings. However, this may best be undertaken when the road is next programmed for resurfacing so as to not leave unsightly scarring of the road surface.

Recommendation: Consider the omission of the centre line road markings when the road is next programmed for resurfacing.

- 5.6. Should problems persist on the eastern approach to the village then the provision of red transverse bar markings should be considered in advance of the proposed build out (see 6.3 above). This will not only alert drivers to the change from rural to urban environment but also the presence of the build out feature itself.

Recommendation: Consider the future provision of red bar markings on the approach to the 30mph speed limit. Estimated cost £4,500.

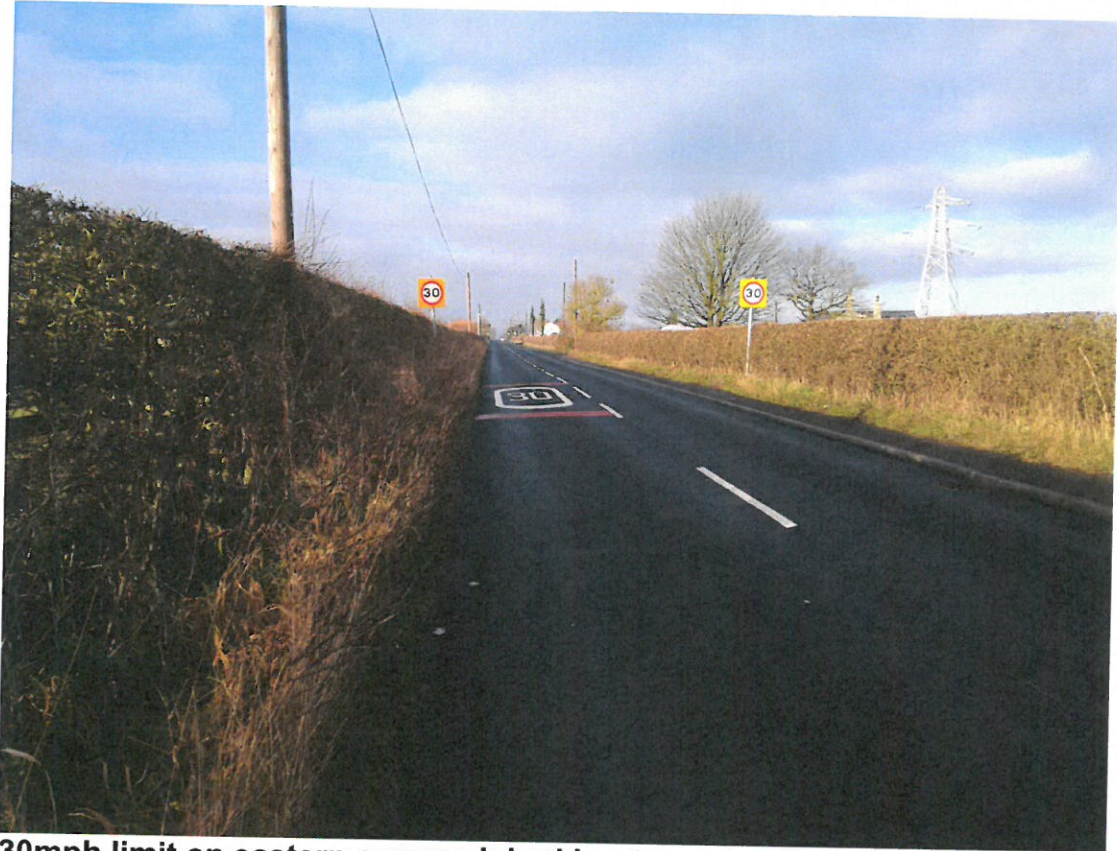
- 5.7. All of the above should be subject to a formal consultation process and Road Safety Audit prior to implementation.

6. Additional Works

- 6.1. It was noted that dropped kerbs are only present on one side of Mile Road at the junctions into Ferneybeds Estate. Pedestrian access, particularly to the bus stop immediately east of Old Ferneybeds Road, can therefore be improved by the provision of new dropped kerbs on the north side of Mile Road at these junctions. Refer to Drawing No. HF152518-18/00/C118/01/02.
- 6.2. It was also noted that the existing footway was in poor condition in some areas and consideration should be given to future resurfacing works.

Appendix 1 Proposed Layout Option 1 (Drawing No.)

Appendix 2: Photographs



30mph limit on eastern approach looking towards village



30mph limit on eastern approach looking east



Possible location for chicane looking east



Possible location for chicane looking west

APPENDIX 2 – COPY OF CANVASS LETTER AND PLAN

County Hall • Morpeth • Northumberland • NE61 2EF
• Web: www.northumberland.gov.uk

The Occupier

Our Ref: HF152518-18
Your Ref:
Contact: Mr Neil Snowdon
Direct Line: 01670 624128
Fax: 01670 626136
E-mail: HighwaysProgramme@northumberland.gov.uk
Thursday 3rd March 2016

Dear Sir/Madam

Proposed Traffic Calming Measures and Introduction of 20mph Speed Limit – Mile Road, Widdrington

Concerns have been raised by local residents about excessive vehicular speeds and road safety at Mile Road Widdrington. These concerns have been relayed to both Councillor Dickinson and Widdrington Station and Stobswood Parish Council, and have been the subject of two residents meetings.

A feasibility report has been compiled by Northumberland County Council's Roads Design Team, its findings were discussed at the latest residents meeting which was held on Monday 15th February 2016.

The following options were considered and discussed:-

- Introduction of a "Gateway Feature" at the 30mph speed limit on the eastern approach to the village which will include a single build out feature on the south side of the road, reducing the running carriageway to a single 3.5m wide lane. There was also a second option to introduce smaller staggered build outs on each side of the road to create a chicane effect.
In both instances, priority would be given to eastbound traffic, so vehicles approaching the village would have to slow down and give way to approaching traffic.
- Provision of red traverse markings in advance of the 30mph Speed Limit.
- Introduction of a chicane feature within the residential area of Mile Road, there is only one potential solution for such a feature due to the volume of residential driveways, this being between Fairwinds and Oaklands which lies northwest of Monmouth Court and approximately 220m from the B1337.

Councillor Dickinson is committed to funding a scheme to improve road safety on the Mile Road; however it is not going to be possible to introduce all measures at the same time, due to the high costs involved in the individual elements of the scheme.

The purpose of this letter is to canvass resident's opinion on the following measures which were agreed at the residents meeting of 15th February 2016:-

- Introduction of 20mph Speed Limit with the residential section of Mile Road, which will include all streets leading from Mile Road.
A "Gateway Feature" at the eastern end of the start of the 20mph speed limit in the



form of a single build out feature. Priority will be given to eastbound traffic, so vehicles approaching the village would have to slow down and give way to approaching traffic.

- The introduction of Quickset Rumble Strips is proposed within the new 20mph Speed Limit on Mile Road to assist in alleviating residents' concerns of continued speeding traffic.
- In order to facilitate the new 20mph Speed Limit, the current 30mph speed limit will be extended to the east.

A plan of the proposals is attached for information.

In addition, at the residents meeting, residents felt that speeding may still be an issue within the residential area of Mile Road. It was therefore agreed to obtain feedback on a proposed build out / chicane feature which could be considered as a future second phase if speeding is still an issue following the introduction of the initial measures.

The closing date for any comments you may wish to make is Friday 25th March 2016. A freepost response form is attached to facilitate this process, and you can visit the web address <http://trafficconsult.northumberland.gov.uk/> if you wish to respond online.

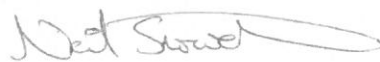
Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a Decision Report, to the Director of Local Services and Housing Delivery and may be available for public inspection.

Experience shows that whilst residents may request and accept traffic calming in principle, there is often hostility towards proposals, particularly when individual properties are affected by the proximity of traffic calming measures.

I would urge you to take the opportunity to comment on this important matter as any decision taken will be based upon the responses received from residents who take time to provide their feedback.

I thank you for your assistance in this matter.

Yours faithfully

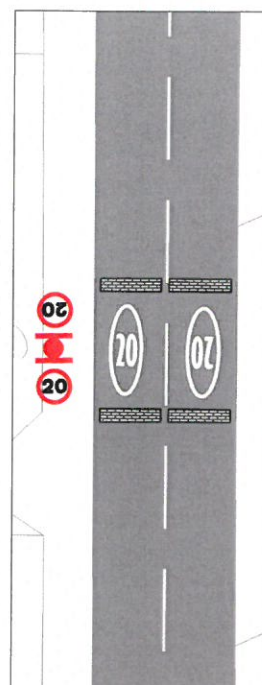
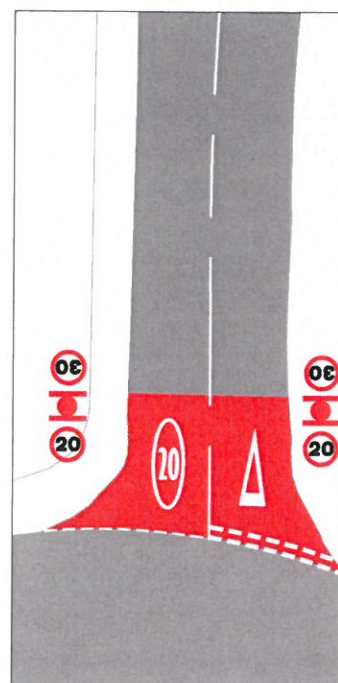
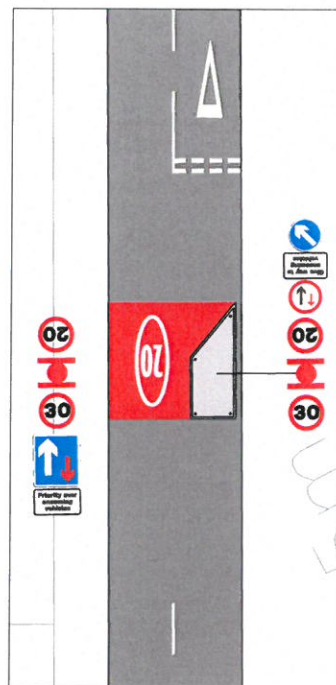
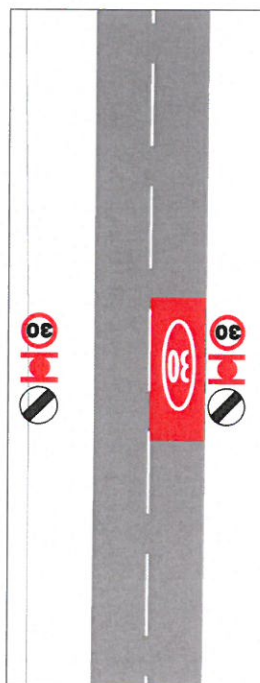
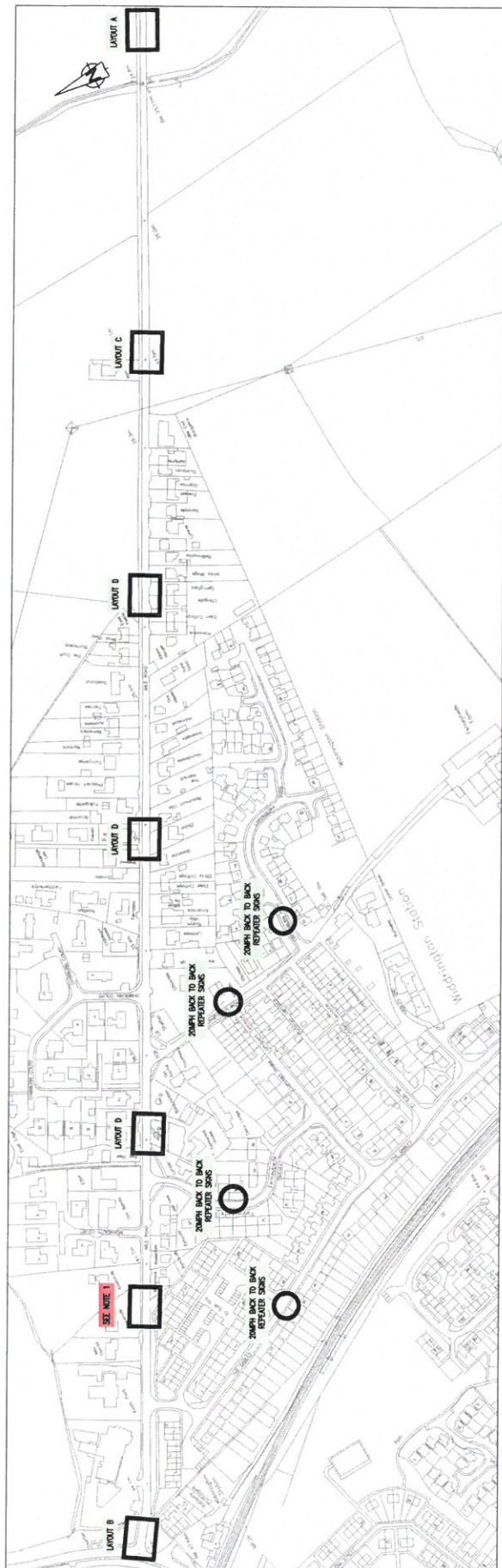


Neil Snowdon
Senior Programme Officer

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NOTES

1. POTENTIAL LOCATION OF FUTURE (PHASE 2) CHICANE IF SPEEDING REMAINS A ISSUE.



NE61 5QR		1	Naturally I do not wish to have any signs, rumble strips, chicanes or any other feature. I am quite happy with the 30mph speed limit as slower traffic will take longer to pass thus creating more noise. As far back as I remember this has been a short cut from A1 to spine road and I will imagine always will be. Therefore the amount of traffic will not be reduced by lowering the speed limit. Also as a biker I do not wish to have more obstacles to negotiate I think there are plenty in the form of potholes.
NE61 5QW	1		Layout C. Discussed at last meeting with 20mph speed limit.
NE61 5QR	1		Bring it on!! Feel sure that the speed limits will still be exceeded but hopefully not by as much. Arriva and the local delivery drivers will need updating.
NE61 5QW	1		I agree to layout C, discussed at last meeting 20mph speed limit.
NE61 5QR	1		For the past two weeks there has been traffic lights in place for utility work in the area of plan D there has been a vast decrease in the speed in that area so rumble strips should slow the traffic down.
NE61 5QW	1		
NE61 5QL		1	I feel speed cameras would be better not so costly to install. I frequent Australia often and speed cameras do the job well, I must admit what ever you decide to do there are those who will still speed.
NE61 5QW	1		Would the 20mph be supported by the police i.e. speeding tickets over 20mph.
NE61 5QP	1		
NE61 5QP	1		
NE61 5QW	1		<p>Please note that your letter of 3 March was the first that we had heard of these proposals. We had not received any previous correspondence or invite to residents meetings.</p> <p>Agree absolutely with the idea. Nearly "wiped out" the other morning at the end of my drive by an idiot overtaking a white van at about 50 mph.</p> <p>However, I think that only 3 proposed rumble strips between the proposed chicane at the east, and the top of the Mile Road does not seem adequate. Traffic would still speed between the strips as the gaps would be too great.</p> <p>Are the 20 mph signs just the simple round signs. Would it not be possible to erect larger notices by the chicane(s) such as "Slow you are entering Widdrington Station" as you see in other villages?</p> <p>As I did not attend the meetings was the possibility of speed cameras not raised? We always read that these pay for themselves, and make a profit from the revenue raised in fines.</p> <p>Or has there got to have been a history of accidents, injuries, deaths before they can be considered an option?</p>
NE61 5QW	1		
NE61 5QW	1		
NE61 5QR	1		
NE61 5QW	1		
NE61 5QN	1		I support the proposals except for the quickset rumble strips. These have a limited effect and could cause a noise nuisance to properties near by, especially in quiet areas such as Mile Road.
NE61 5QW	1		Would like the 20MPH limit on Mile Road with Layout B & C. Don't agree with layout D with Rumble Strips.
NE61 5QW	1		With many of the houses on Mile Road having a high ledge adjacent to the carriageway (including my own) it is very important to limit vehicles to a speed at which prompt stopping is possible, some many vehicles have to pull out into the road before the driver can see oncoming traffic.
NE61 5QP	1		We would not support the proposed chicane in a future 2nd phase. A chicane would make it difficult for us to enter/exit our driveway, especially when the railway barrier had just been lifted when multi vehicles would be travelling down Mile Road. Also there is a proposed development of 4 properties opposite us at Oaklands with the potential of at least 10 vehicles our property without the introduction of a chicane which will exacerbate the problem. We feel that the introduction of a chicane at the proposed location will be a waste of public money as it is too near a T junction to have any effect.

APPENDIX 3 - SUMMARY OF CANVASS EXERCISE RESPONSES

Post Code	FOR	AGAINST	NEITHER	Other Relevant Comments
NE61 5RD		1		I believe given the state of the roads 20mph is not necessary and will not work to slow people down there is a problem with people going 60 through the street which will not stop if the speed limit is lowered to 20.
NE61 5QR	1			
NE61 5QW	1			
NE61 5QR	1			
NE61 5QW	1			
NE61 5QW			1	
NE61 5QW	1			
NE61 5QT	1			
NE61 5QW	1			Thank you for this long overdue response to the urgent need for help to reduce the risk of accidents to the residents of Mile Road. The measures proposed will go long way towards solving the problem.
NE61 5RD		1		I have concerns over traffic calming on the mile road I do strongly object to chicane or reducing the carriageway to tingle 3-5m ide lane. I also object speed ramps s to the damage to vehicles. Looking at Longhirst road calming I have had some close calls where on coming vehicles tend to fail to stop or race you to try to beat you to the reduce carriageway. I have also seen damage to the chicane as cars etc. have hit this area. This does not stop speeding as some drivers seem to enjoy the chicane. I would like to a warning sign of you sped like Longhirst while tend to work better than most. But can I say I have not seen that much speeding on the Mile road, But you do get the odd one that does more than the speed limit.
NE61 5QL	1			I fully support the proposals to reduce traffic speed in this part of the village. My only disappointment is that you do not intend to proceed immediately with a chicane at the top end of the Mile Road. My house is close to the intended location of the chicane. My experience of traffic heading south along the road obtained is that as many as 1 in 20 vehicles reach excessive speed, above 40mph, by the time they pass my property. As your proposals stand there will be no physical constraint on vehicle speed until the rumble strip at Ferneybeds. I dont think this will be adequate to ensure vehicles reduce speed/adhere to the speed limit and may compromise the success of the scheme as it affects the Mile Road. As set out my view is that drivers will continue to accelerate excessively into the top of Mile Road I would be happier if there were some restraint near my property even if you consider the cost of a chicane is excessive to remind these drivers that they need to slow down.
Emergency Services	1			Thank you for your letter dated 3rd March 2016 in which you invite us to offer our comments on the above proposal. I would inform you that as an Emergency Service we may be required to use the above road(s) for access and egress in the event of being activated to attend an emergency call, or to convey patients to hospital for out-patient appointments. I would thank you for your consultation on this matter and offer our support for the on-going road safety programme
NE61 5QW	1			I think that there should also be some areas of mile road where there are parking restrictions. When cars park opposite drive ways it makes it very dangerous at times.
Cycle England				If this goes ahead, would it be possible to have: a cycle bypass through the chicane? gaps for cycles at the edges of the Quickset Rumble Strips? I always think 60mph is too fast for rural roads and would love to see 30mph go to 40mph rather than 60mph.

NE61 5QL	1		We would like speed measures in place. There are too many motorists abusing the speed limit. There are driveways to homes right on to the road edge. There are a lot of elderly people, dogs, cars and children to be protected.
NE61 5QR	1		I strongly object to the inclusion of the proposed "Gateway Feature" (layout C on the plan). My property suffers from the worst of the speeding traffic, this gateway would push ALL traffic onto the north-side of the carriageway immediately outside my entrance. The clear line of sight up and down the road may even encourage traffic to speed up to get through the gateway before the opposing traffic, having a negative effect. Egress from Ramsey House would be very dangerous. I ask if before undertaking any road alterations outside my home you would consult me, I am sorry I was unable to attend the last meeting.
NE61 5QP			I have been away and returned to find the letter addressed to me at Estia, Mile Road, NE61 5QP. I realise that I have missed the deadline, but would support the following:- Provision of red traverse markings in advance of the 30 mph speed limit. A 20 mph speed limit if that is deemed appropriate. I do not see the necessity for gateways or chicanes. The sad fact is that most people speeding on mile road are residents of Widdrington who know full well the speed limit. I have noticed in other places that the signs that tell the actual speed of the car reminds drivers about the limit for a particular area. In addition, setting a speed trap once in a while would also assist.
NE61 5QL	1		Whilst being in favour of traffic calming measures, I'm not sure we need to reduce the speed to 20mph. I think the existing 30 would suffice.
NE61 5QW	1		I don't have a problem most people do thirty the ones that don't wont do twenty either! The traffic flows well at the moment it will restrict the flow causing build up/slower movement harder to get one and off drive way. The road has just recently been resurfaced that was enough inconvenience. The Gateway feature is nightmare when it shows as it considerably narrows the road when the plough clears it learning build up! 30mph is sufficient just reinforce that!! Rules are only for those residents that abide by them. We could understand if we were on a school road for children. NOT NEEDED HERE!
NE61 5QR	1		None, happy with the proposals.
NE61 5QR	1		While supporting the proposals in principal, I have some concerns on the proposals. My house 'Fossway' is in the area marked D on the plan (please check.) I note that you propose to put rumble strips in this area, our main bedroom is on the front of the property and my wife who is a midwife often works night shift, I would be concerned that there may be repetitive noise as vehicles pass over these be it day or night. Perhaps these could be put where houses are further back? I also note that repeater signs are proposed regarding speed limits. I would be hostile to nay being sited outside my property as I already have a bus shelter, bus stop sign and an electric pole with a street light outside my property. I hope you will consider my points and look forward to any feedback.
NE61 5QR	1		
NE61 5RD		1	I am in favour of all of the traffic calming measures apart from the chicane (layout c). These are nothing more than an accident causing objects. You have to look no further than Ellington to Lynemouth. These are knocked down on a regular basis. Give the other measures a trial to see ow much they deter the excess speed. If negative then situate them.
NE61 5QR	1		The sooner the better.
NE61 5QW	1		
33	5	3	